

# Hongkong Daily Press.

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**Hongkong, 20th March, 1907.**



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	Per Case 1 doz. 6s.	Per Case 2 doz. 12s.
ST. ESTEPHE	\$ 6.96	\$ 7.56
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These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN, and CHATEAU LAFITE are recommended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

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We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

**A. S. WATSON & CO.,**  
LIMITED.

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS—A.B.C. Code. P.O. Box, 33, The Arcade No. 12.

## BIRTH.

On the 20th April, at No. 23, Kawaguchi Machi, Osaka, the wife of Rev. H. McC. E. Price, of a son.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 3rd May, 1901

The question raised at the Supreme Court yesterday morning by Mr. E. OSBORNE, foreman of the special jury summoned for a small civil case, concerning a trade dispute of no vital gravity, was one of very great interest and importance to all business men in Hongkong. When the time arrived for commencement of the case, Mr. OSBORNE brought forward the following protest:—

"(1) Is it necessary in the interests of justice that a special jury should be called for this case?—(2) Is it in the interest of the community that we should be called upon at great personal inconvenience, and possible loss, to devote valuable time over a case of this kind?—(3) If these questions cannot be answered in the affirmative, we would most respectfully protest at being compelled to serve."

Mr. OSBORNE went on to say that the case which the jury had been called upon to try was only a trivial trade dispute. His Lordship the Chief Justice could settle equally well without the aid of a jury. Mr. OSBORNE therefore asked that His Lordship should either disallow a jury in the case in question or direct that each jurymen be paid \$100 a day "to compensate for loss of time and as a check upon the legalised tyranny which members of the legal profession exercise over the leading commercial men of this Colony in their abuse of the jury system." This was a strongly worded statement of the case, but we think that the majority of our readers will agree that it is a pressing grievance which Mr. OSBORNE complained of. The compensation which was to be given to the jury was \$15 a day, a higher sum than usual, but

still one which was absurdly inadequate for the loss of time which was certain to be caused. Even in the case of a leading business man who has a partner resident in the Colony, the inconvenience and dislocation of work caused by several days' enforced attendance at the Supreme Court could not be otherwise than serious. In the case of a merchant who is the sole head of his firm, matters are of course far worse. Continued absence from his post may well be impossible for him. As it was put by one of the jury at the time, it is open for such a person to stay away from the Court and submit to the fine which would follow. But apart from the fact that the merchant would be summoned to the Supreme Court to pay this fine, there is the undignified nature of the proceeding, from which the head of a leading local firm might well shrink. And then there is the case of the principal architects, brokers, etc., to whom absence from their ordinary duties might not only mean loss of time, but also absolute loss of business, involving possibly large sums of money. Except for a matter of absolutely the first importance to the Colony it is unfair to call upon such persons to sacrifice their lawful business.

The Chief Justice met the complaint brought forward by Mr. OSBORNE in a most sympathetic manner, and released the jury from their attendance. He pointed out that a special jury in the case in question had only been summoned at the particular instance of one of the parties, the order providing for its mode of trial having directed that it should be heard before a Judge without a jury; and stated that he had made it a condition of granting the application for a jury that each jurymen should receive \$15 per diem. Sir JOHN CARRINGTON also mentioned that in two Colonies in which he had been, St. Lucia and British Guiana, there were no juries in civil cases, a state of affairs which was quite satisfactory to the inhabitants; and that he understood that the same rule prevailed in the Straits Settlements. His advice to the jury was that if they felt strongly in the matter they should bring their opinion under the consideration of H.E. the Governor, who could take steps, if he thought fit, to bring about a change in the law. As Chief Justice, it would be unbecoming for him to move in any way. He also mentioned that the new Code, which comes into operation on the first of July next, would reduce the right of parties to demand a jury and assimilate the practice to that prevailing in England. With this weighty expression of opinion on the part of His Lordship, those who concur in Mr. OSBORNE's complaint will feel encouraged to go on and bring their grievance before the Governor. There is no doubt that they do, as Sir JOHN CARRINGTON suggests, "feel strongly that they should not be called upon to sacrifice their time and their business interests by attending the Court for the trial of issues in civil cases." The abuse is one of considerable standing, but now that the sufferers have had the courage to express their opinions there is every reason why they should proceed to try to secure the remedy. The main difficulties, we imagine, lie in the reluctance of the judge to take the undivided responsibility in all cases and in the occasional preference of one or other party in a case that the judge should not be the sole arbiter. It has been suggested that the aid of an assessor should be requisitioned, if desired by the judge or either party, and the success of this system in the United States Consular Courts in China, in Marine Courts of Enquiry, and elsewhere, is a strong argument in favour of the view. In any case it can hardly be imagined that legal wit is unable to devise any means of correcting the abuse undoubtedly existing at present; but the first impulse must come from the sufferers themselves.

During the 24 hours ending at noon yesterday there were reported 15 fresh cases of plague, with 6 deaths (all Chinese); and one fresh European case of small-pox.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Sir Thomas Jackson, \$25.

Fire broke out on Wednesday night on the first floor of a tobacco-drying shop at 21, East Street. The Fire Brigade, under Deputy Superintendent Bateley, attended, and was successful in confining the outbreak to its original location. The damage amounts to \$500, and is well covered by insurance.

We have received from the office of the Hongkong Telegraph copies of their ten-page Descriptive and Statistical Edition, a very well printed and got-up sheet of almost the same size as the usual evening edition of our contemporary, but printed on superior paper. The subjects dealt with are the present state and progress of our Colony, the leading institutions, firms, steamship-lines, etc., with descriptions of some of our prominent men. There is much of interest on every page, and the whole edition testifies to the enterprise of those who took it in hand. The front page looks particularly well with its red border.

A memorial to the late Mr. Sim is to be erected on the Recreation Ground at Kowloon.

A rumour is conveyed in a Seoul despatch to the effect that Great Britain has lodged a demand with the Korean Government for a lease of Port Hamilton.

Although the Bank crisis in Osaka has been relieved, the monetary situation seems to have been demoralised over a wide area. Several more banks have closed temporarily.

Mr. W. Toms, formerly sergeant of the Settlement Police at Kowloon and latterly in the employment of Messrs. Nickel & Co., was found dead in his house on the morning of the 22nd ult., having committed suicide by cutting his throat.

A Tientsin telegram to Japan states that Germany has taken possession of some 50,000 tons of land between the race-course and the concession, for the purpose of extending her concession at Tientsin. The territory was formally taken over on the 17th ult.

Yesterday's lawn tennis results were:—Professional Pairs—G. F. Mackay and P. A. Cox beat T. S. Smith and E. J. Grist (6-4, 10-8); Double Handicap—E. G. Barrett and F. H. Yeats, one 2/5, beat H. Pinckney and H. W. Blake (6-3, 6-1). To-day the tie, Cox v. Johnson, will be played, and on Saturday the final of the Double Handicap.

A visitation of ill-luck has befallen the officers of H.M.S. *Arcturion* in connection with the visit of the ship to Singapore to assist in the reception of the Duke and Duchess of Cornwall and York. An attack of fever incapacitated two of the lieutenants, who had to be left behind at Singapore, while two more have been laid up with the same complaint since the *Arcturion's* arrival here.

Last night, before another good house, including H.E. the Governor, Lady and Miss Blake and suite, the Brough Company put on the boards *The Amazons*, a farcical romance by A. W. Pinero. The now well-known figure of Mr. Brough was absent amongst the performers, but Mrs. Brough, Miss Grace Noble and Miss Temple made splendid "boys," and caused no end of amusement by their slangy phrases. "Indeed all the parts were well sustained, and it is impossible for us to particularise. We must not forget to mention, however, the two songs of Miss Grace Noble, which added a decided variety to the performance. Mr. Leslie Victor, as the Frenchman, caused no end of amusement. There will be no performance to-night, but on Saturday night *An Ideal Husband* will be staged.

A new romance *Jan the Iceman*, by Hall Caine, the author of *The Christian*, will be commenced in the *Hongkong Daily Press* on Wednesday next. The tale is a short one, and Mr. Hall Caine tells in a dramatic style, that is very impressive, the story of a Kentish squire named Larry Clough, whose roistering happy-go-lucky character is enticed by the demon drink, which destroys his home and leads him to commit a crime that separates him from his well-beloved wife and child, and makes him a life-long exile. The character of the man who is his own worst enemy, and who in a moment of mad frenzy blasts his whole future life, is portrayed by a masterly pen. There are many pathetic touches in the story that stir the heart to emotion, and the conclusion when "Jan the Iceman" comes to a Kentish market-town is one of the prettiest scenes imaginable.

At the annual convocation of the District Grand Chapter of Hongkong and South China held on Monday, M. E. Companion L. Mallory presided, and invested the Officers for the ensuing year. The appointments made by the Grand Superintendent were as under:—M. E. Comps.—L. Mallory, District Second Grand Principal; F. W. Heusermann, District Third Grand Principal; A. O'D. Gordin, D. G. Scribe E.; P. W. Edwards, D. G. Scribe N.; T. F. Hough, D. G. Prin. Com. of General Purposes; D. Macdonald, D. G. Treasurer; A. Shilton Hooper, D. G. Registrar; F. Salinger, D. G. Prin. Sojourner; J. G. Götz, D. G. 1st Assist. Sojourner; L. A. Byrom, D. G. 2nd Assist. Sojourner; G. W. Crombie, D. G. Sword Bearer; G. J. B. Sayer, D. G. Standard Bearer; G. P. Lammert, D. G. Organist; E. Comps.—J. Hutchison, D. G. Standard Bearer; W. J. Tutcher, D. G. Standard Bearer; F. W. Clark, D. G. Standard Bearer; Amy, D. G. Dirce. of Ceremonies; Basil Taylor, D. G. Dep. of Ceremonies; F. T. Richards, D. G. Assist. of Ceremonies; Comp.—J. Maxwell, D. G. Janitor.

The amount of claims recognised by the bankrupt firm in the Middleton and Smith Bankruptcy case up to date reaches 147,565.39 yen, including 1,062.70 yen for the North China Insurance Company for insurance premiums; 50,900 yen to the Normal Dispensary for articles supplied; 800 yen to Lyons & Co. for freight; 666.66 yen to Mr. James Horlton; 58.88 yen to Messrs. Walsh, Hall & Co.; and 469 yen to Messrs. Jardine, Matheson & Co. for goods supplied; 409.50 yen to Messrs. Frazer & Co., of Shanghai, for the balance of account; 6,679.25 yen to the Fauley Iron Foundry of England for the payment of the proceeds of a consignment; 6,136.80 yen to Messrs. Robison & Co. and 2,219.13 yen to the Robison Silk Trading Co. for the balance of the account; 735 yen to Messrs. Jardine, Matheson & Co., for hire for two months; 40,527.37 yen to the Hongkong and Shanghai Bank for loans; 175 yen to Mr. Spencer Gracey; 350 yen to Mr. A. S. Hamilton; 600 yen to Mr. Gunn for wages; 500 yen to Mr. P. A. Vivanti for house rent for four months; \$4,932.19 yen to the Chartered Bank for loans. Many other claims of Japanese creditors are recognised by the bankrupt firm.

## TELEGRAMS.

## REUTER'S SERVICE.

LONDON, 30th April.

## THE BUDGET.

The House of Commons has adopted the Budget resolutions, leaving only the Coal duty to be considered.

Sir Michael Hicks-Beach declares it impracticable to grant a rebate on Colonial Sugars.

LONDON, 30th April.

## INDIAN TROOPS FOR COLONIAL GARRISONS.

Mr. Brodriek states that Indian troops will be quartered at Hongkong, Mauritius and Singapore, but not to the exclusion of the British.

## THE ROYAL VISIT TO AUSTRALIA.

The *Ophir* has arrived at Albany. The vessel left her escort on Sunday, the cruisers being short of coal, and unable to keep her pace.

## SOUTH AFRICA.

A column operating to the south-east of Orange River Colony has arrived at Allival North with 30 prisoners, 800 refugees and 60,300 animals.

## THE STRANDED "SOBRAON."

The P. & O. office here was in receipt of various telegrams yesterday, but the only one of importance was that which stated the divers had examined the bottom of the ship, and that their report as to its condition was very favourable.

A portable engine had evidently been brought into requisition, as it was further stated that the pumps and boilers were at work on board the *Sobraon*.

The weather continues to be absolutely calm.

## CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents.

## MISSIONARIES IN CHINA.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 1st May.

SIR,—My only reason for replying to your "Occasional Correspondent" was that I have found that with many people in China any story is willingly received that seems to tall against missionaries; the Cores coffin tale is a case in point. The originators of the expedition, Messrs Oppert and Jenkins, were not to be in any way suspected of encouraging missionary enterprise; in the end they came under the shadow of the law, and a very discreet silence was maintained as to particulars of the expedition. I do not know what Mr. Simons' sources of information were, but even supposing that they had a priest for guide, or, at the very worst, granting that they were encouraged or aided by the Catholic missionaries—is a common marauding expedition, as it was, to be taken as a sample of what missionaries are doing in China, and real missionary work be condemned for such a cause? The thing is absurd!

I am amply amused where with what he calls "venturing to suggest means, &c." he comes forward with his dictum as to the "only way" to settle one of the most obscure and tangled questions of modern times—it is so simple. His arraignment of their iniquities and "blatant proceedings," and "the system adopted by modern missionaries" has great comprehensiveness, and the gist of it all seems to be that he would suppress them altogether, not seeing that he is making himself somewhat ridiculous in ignoring a force which has made changes in the face of the world from Moses to Joseph Smith. I am afraid to tackle his quandaries about the Great Powers, and will not try.

It seems to me that, in spite of some failure, a certain amount of charity ought to be extended to a body of people who have as their one declared object the elevation and improvement of the people of China morally and materially; and the assertion of many well-informed persons to the contrary notwithstanding, there is a great need of it.—Thanking you for your space, I am, sir, yours, &c.,

C.V.L.

## THE CARRIAGE OF PLAGUE BASKETS OVER THE FERRY.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 2nd May.

SIR,—I can corroborate the statement of your correspondent as to the carrying of baskets of plague-clothing on board the ferry-boats. I was waiting at the Ferry Pier on the Hongkong side when these baskets were brought ashore yesterday afternoon.

The usual jostling crowd of coolies and other Chinese occupied the whole of the pier space, while a few Europeans, including some ladies and children, struggled off the boat as best they could.

In the midst of the usual scrimmage up came the four coolies carrying the black plague-baskets, under the nose of the policeman on duty, and calmly pushed their way on to the Praya, rubbing against cool-coolies and Europeans alike, and nearly knocking one child into the water.

Is there no person in authority who can be hanged for things like this? Or does no one care? Are we to wait for a plague outbreak among Europeans before we stop this criminal carelessness and lack of supervision?

While speaking of this, I might mention the utter lack of control on the part of the police on the pier. No attempt whatever is made to protect women and children from the crowds of coolies in getting on and off the boats.—Yours, etc.,

CIVILISATION.

## THE GOVERNOR'S VISIT TO MACAO.

H.E. Sir Henry A. Blake, G.C.M.G., went to Macao on Tuesday in the torpedo-destroyer *Janus*, accompanied by his Private Secretary, Mr. R. F. Johnston, and Lieut. A. Blake, A.D.C. They arrived shortly before noon, and after the guns of the *Macao* forts had replied to the salute of the *Janus*, H.E. was welcomed before going ashore by Mr. Sauton, the British Vice-Consul, and a number of Colonial officials. A guard of honour awaited His Excellency on landing, and the British National Anthem was played as the party, accompanied by Lieut. Corbett, commanding the *Janus*, proceeded to Government House. There His Excellency was received by the Governor of Macao and Madame Horta e Costa, and at one o'clock a large number of prominent civil and military officials were duly presented to H.E. At 2 o'clock the following party sat down to lunch:—

H.E. Sr. Jose M. de S. Horta e Costa, Governor of Macao; Madame Horta e Costa; H.E. Sir Henry A. Blake, Governor of Hongkong; Mr. R. F. Johnston, Private Secretary, and Lieut. Blake, A.D.C. to the Governor of Hongkong; Lieut. Corbett, Commander of H.M. *Janus*; Chief Justice Albano de Magalhães; Chief of the Military Department, Lieutenant-Colonel Costae Andrade; Attorney General, Sr. Mendes Pinheiro; Inspector of Revenue Office, Sr. Fontoura de Carvalho; President of Municipal Chamber, Sr. Nolasco da Silva; Colonial Surgeon, Dr. Gomes da Silva; Colonial Secretary, Sr. Alfredo Pinto Lello; General and Mrs. Pinheiro Silveira; Commander of the Expeditionary Forces, Gen. Moraes Bassa; Commander of the Macao Infantry Souza Brito; Harbour Master, Lieut. J. C. Alcobia, R.N.; Chief Ordnance Officer, Captain Durao, R.A.; Naval Surgeon, Dr. Goncalves Pereira, R.N.; Lieutenant Tristao de Carvalhães, A.D.C.; Mrs. Tristao de Carvalhães, and Lieutenant Mario G. Homem, A.D.C.

H.E. the Governor of Macao, who spoke in English, proposed the toast of the day in the following terms:—

SIR,—I beg to express to Your Excellency my deepest and most sincere gratitude towards Your Excellency, who have deigned as a representative of His Gracious Majesty the King-Emperor to visit this Portuguese colony. I am quite sure of being a faithful interpreter of all the inhabitants of Macao in assuring Your Excellency that our feelings towards the great English people are still, and I hope they will always be, as sympathetic as they have been during past centuries. Therefore in the name of this colony, and as a representative of His Most Faithful Majesty the King of Portugal and Carlos the First, I have the honour of asking you to drink to the health of His Gracious Majesty the King-Emperor, Edward the Seventh.

"God Save the King" was played as the company rose to do honour to the toast.

H.E. the Governor of Hongkong responded as follows:—

Your Excellency—I thank you for your most kind expressions of personal goodwill and for the assurance of the feelings of friendship by which our respective nations have been animated for centuries. I come as this representative of the King Emperor to express to Your Excellency the grateful acknowledgment of the Colony of Hongkong of the marked sympathy shown by your Excellency in our late great sorrow. In the name of the Colony of Hongkong I thank your Excellency, and I assure your Excellency that the feelings of friendship expressed by you are warmly reciprocated by the people of the British Empire. Here in the ancient Colony of Macao, where British trade was fostered in years gone by under the folds of the Portuguese flag, it is fitting that these old feelings of close friendship should be emphasised. As the representative of the King of England I raise my glass to the health of his most faithful Majesty King Carlos the First. The Portuguese National Anthem was played, while the Company drank the health of King Carlos.

Shortly after 4 o'clock His Excellency returned to the *Janus*, being accompanied to the landing stage on the Praya by the Governor of Macao, and left with his suite for Hongkong.

## POLICE COURT.

Thursday, 2nd May.

BEFORE MR. KEMP.

## PETTY OFFICER ASSAULTS A COOLIE.

A first-class petty officer on H.M.S. *Aurora* was charged with assaulting a coolie on the 1st inst. He pleaded not guilty.

The evidence of the complainant and that of another coolie proved the defendant to have committed an unprovoked assault, and he was fined \$2.

## ANOTHER ASSAULT.

The second engineer of the steamer *Colonies* was charged with unlawfully assaulting a Chinese seaman on board the ship on the 28th ult. He denied it.

The trouble, it appeared, arose out of an old pair of gloves which the defendant presented to a watchman at the Cosmopolitan Docks. The complainant took the gloves from the watchman and brought them back to the defendant, explaining to the latter that he had done so in case he (complainant) should be blamed for stealing them. "Who are you?" said the defendant, and struck the complainant over the eye.

His Worship imposed a fine of \$10.

## WAY COLLISIONS OCCUR.

P. C. Boulton, summoned the Hongkong and Kowloon Launch Company, 6, Ho House Street, for playing the launch *Sun Sum* on the 1st inst. without a certificated master.

A steersman on board the launch was the defendant in the case, and he was fined \$10.

## BREVARY.

Li Tsan, of no occupation, was sentenced to six months' hard labour for breaking into an eating-house at 4, Western Street on the 29th ult., and stealing eighteen basins of the value of eighty cents.

## THE SPECIAL JURY QUESTION.

In the Supreme Court yesterday morning, a special jury was summoned to try a civil case, the Anglo-Swiss Condensed Milk Co. against B. Rigold and Boigmann and Melchers and Co. This was an action brought by the Condensed Milk Company to restrain the defendant firms from selling and exporting condensed milk and from using a certain trade mark known as the "Eagle Brand" mark. The following gentlemen were called as jury:—Messrs A. G. Morris, R. Cooke, J. W. Bolles, G. L. Tomlin, W. H. Ray, B. Lawton and E. Osborn. Hereupon Mr. OSBORNE, the Foreman of the Jury, addressing His Lordship the Chief Justice, said:—

"My Lord, with your Lordship's permission and with the concurrence of the other members of the jury, I should like to ask the following questions:—

"Is it necessary in the interests of justice that a special jury should be called for this case?"

"Is it in the interest, and for the benefit, of the community, that we should be called upon at great personal inconvenience, and possible loss, to devote valuable time over a case of this kind?"

"If these questions cannot be answered in the affirmative, we would most respectfully protest at being compelled to serve."

"The case which we have been called upon to try is not one in which the interests of justice are concerned, but some trivial trade dispute which could be equally well settled by your Lordship without the aid of a jury; and under these circumstances we ask your Lordship not to allow a jury in this case, or if that is not possible to direct that each of us be paid \$100 a day to compensate us for loss of time and as a check upon the legalised tyranny which members of the legal profession exercise over the leading commercial men of this Colony in their abuse of the jury system."

The CHIEF JUSTICE said he had pleasure in releasing the jurors from attendance, and he would add a few words with reference to the memorandum handed in by Mr. Osborn and the remarks which he had founded upon it. With regard to the general question, either party to a suit had, according to the existing Code of Civil Procedure, the right to demand a jury for the trial of the cause. By the new code, which came into operation on the 1st July next, this right was to some extent reduced and the practice in respect of juries was assimilated to that now prevailing in England. But parties would still be able to infrequently to have their cases determined by juries. When a question of this kind was raised, a Judge was in a somewhat awkward position, because he would not desire to have it imputed to him that he was jealous of the intervention of juries. On the contrary he personally was often very glad of their assistance. But he confessed he could not help sympathising with busy men like themselves when they were taken away from their own important affairs to decide issues which, as in that case, the Court was probably fairly competent to decide for itself. In two Colonies in which he had been, St. Lucia and British Guiana, there were no juries in civil cases, and their inhabitants were quite satisfied with that state of things. He understood that the same rule also prevailed in the Straits Settlements, where the conditions were not dissimilar to those which existed in this Colony. If the gentlemen on the Special Jury panel felt strongly that they should not be called upon to sacrifice their time and their business interests by attending the Court for the trial of issues in civil cases, he could only suggest that they should bring their opinion on the matter under the consideration of the Governor, who could, if he thought fit, take steps to bring about a change in the law. It would not be becoming for himself in any way to move in the matter. With regard to the particular case now before the Court he might mention that in the first instance the order providing for its mode of trial directed that it should be heard before a Judge without a jury. Afterwards one of the parties came into Chambers, and asked that notwithstanding that order, the case should be tried before a Judge with a special jury. Having regard to the note of the law on the subject, he did not like to refuse the application. But he had made it a condition of granting it that each jurymen should receive \$15 per diem for his attendance.

## LATEST STEAMER MOVEMENTS.

The N. G. L. steamer *Wittenberg*, from Hamburg, left Singapore for this port on the 1st inst., and may be expected here on or about the 7th inst.

The M. M. steamer *Laos* with the next French mail, left Saigon to-day at 2 a.m. for this port.

The C. P. R. steamer *Empress of Japan* arrived at Kobe at 5.30 p.m. on Tuesday, the 30th April, and left again at midnight same day for Shanghai, where she is due to arrive at 2 a.m. on Saturday, the 4th May, 1901.

The N. P. steamer *Queen Adelaide* arrived at Tacoma from Japan and Hongkong on the 30th ult.

It was decided at a recent Cabinet Council in Japan to postpone Government works amounting to about fifteen million yen for the present fiscal year. The Government, however, must in one way or other find some twenty-five million yen for absolutely necessary works in addition to about sixteen million yen for expenditure in China. It is stated that Marquis Ito has been considering plans to raise the money; and is reported to be negotiating a loan from the Hongkong and Shanghai Bank. Recently Mr. Jackson, Agent of the Bank in Yokohama, arrived at Tokyo and had an interview with Marquis Ito, when it is understood Mr. Jackson offered to undertake a loan. After repeated conferences, it has been almost arranged that the Bank should purchase the bonds already issued to the amount of from \$5,000,000 to 40,000,000 yen.







## NEW ADVERTISEMENTS

**THE CREAM AND COLD DRINKS**  
AT THE  
"STAR" COFFEE HOUSE.  
13, D'ARQUILL STREET.  
Hongkong, 3rd May, 1901. [1164]

**WANTED.**  
FOR Sale or Hire, a STEAM LAUNCH  
under 50 feet or STEAM CUTTER.  
Latter preferred.  
Apply, with Full Particulars, to—  
X. Y. Z.  
Care of Office of this Paper.  
Hongkong, 3rd May, 1901. [1165]

**HONGKONG HOTEL COMPANY, LIMITED.**  
**ACTING SECRETARY WANTED** for  
Six months from 1st Jul, 1901. Liberal  
terms to suitable man.  
Apply by letter to  
C. MOONEY,  
Secretary.  
Hongkong, 3rd May, 1901. [1161]

**TO SPECIAL JURORS.**  
SPECIAL JURORS are invited to a  
MEETING at the CITY HALL, on  
MONDAY, 6th May, at NOON, when the  
following Resolution will be proposed:—  
"That in the opinion of this Meeting the  
Jury system as applied to Civil cases constitutes  
an unnecessary hardship upon Jurors, and that  
the Government be asked to legislate for its  
total abolition in such cases."  
Hongkong, 3rd May, 1901. [1163]

**THE YANGTZE INSURANCE  
ASSOCIATION, LD.**

**NOTICE TO SHAREHOLDERS.**  
A DIVIDEND at the rate of Twenty  
per cent, being Twelve Dollars per  
Share, on the Paid-up Capital of the above  
Association, has been declared payable in  
Tails at Exchange 73 at the Chartered Bank  
of India, Australia and China or the Hong-  
kong and Shanghai Corporation, Shanghai, on  
and after this date to Shareholders of record  
on the 13th April, 1901.  
By Order of the Board of Directors,  
W. S. JACKSON,  
Secretary.  
Shanghai, 24th April, 1901. [1160]

**"GLEN" LINE OF STEAMERS.**

**FOR KOBE AND YOKOHAMA.**  
THE Company's Steamship  
"GLENGARRY"  
Captain J. S. Stevenson, will be despatched  
for the above ports on MONDAY, 6th inst., at  
4 p.m.  
For Freight or Passage, apply to  
McGREGOR BROS. & GOW.  
Hongkong, 3rd May, 1901. [1162]

**OCEAN STEAMSHIP COMPANY.**

**CONSIGNEES per Company's Steamer**  
"DARDANUS"  
are hereby notified that the Cargo is being dis-  
charged into Craft, and/or landed at the God-  
owns of the Hongkong & Kowloon Wharf  
and Godown Company, Ltd., in both cases it  
will be at Consignees' risk. The Cargo will be  
ready for delivery from Craft or Godown on  
and after the 4th inst.  
Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
Goods undelivered after the 9th inst. will  
be subject to rent. All damaged Goods must be  
left in the Godowns, where they will be  
examined at 11 a.m. on the 13th inst.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 2nd May, 1901. [115]

**NOTICE TO CONSIGNEES.**

**"GLEN" LINE OF STEAMERS.**

**FROM NEW YORK.**

**THE Steamship**  
"GLENGARRY"  
having arrived from the above ports, Consignees  
of Cargo by her are hereby informed that their  
goods are being landed at their risk into the  
Godowns of the Hongkong & Kowloon Wharf  
and Godown Co., Limited, at Kowloon, where  
each consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.  
Goods not cleared by the 8th instant will  
be subject to rent.  
No Fire Insurance will be effected.  
All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the steamer's arrival, after  
which no claims will be recognised.  
McGREGOR BROS. & GOW.  
Hongkong, 2nd May, 1901. [1159]

**NEW MUSICAL PUBLICATIONS.**

**MAESTRO A. CATTANEO.**  
GRAND MASS (with Organ Accep.).  
No. 1 ALBUM (3 Songs, English & Italian).  
No. 2 ALBUM (3 Songs).  
The "LILY" Waltz and "ELIZA" Waltz.  
NEW FEATURE—  
Pocket Edition of Pianoforte Music: including  
March dedicated to Hongkong Volunteers  
and Polka to Peak Residents.  
To be had of all Music Dealers.  
Hongkong, 3rd May, 1901. [1078]

**THE ROYAL HONGKONG GOLF CLUB  
CHAMPIONSHIP, 1901.**

**HIS EXCELLENCY the GOVERNOR**  
having granted Permission for the  
reservation to the Club of the Links at HAPPY  
VALLEY TO-DAY (FRIDAY), 3rd May,  
Members will be AT HOME from 3 to 6 p.m.,  
and request the honour of the presence of the  
Ladies to witness the final Game.  
Hongkong, 2nd May, 1901. [1158]

**NOTICE.**

**THE OFFICERS of the ROYAL WELCH  
FUSILIERS** will be AT HOME to  
their Friends TO-MORROW (SATURDAY),  
the 4th inst. from 3 to 6 p.m. at MURRAY  
BARRACKS, where REGIMENTAL ASSAULT  
AT-ARMS will take place.  
Hongkong, 2nd May, 1901. [1154]

**A. LING & CO.,  
FURNITURE STORE.**

**PLATED, GLASS & CROCKERY WARE.**  
Also POOCHOW LACQUERED WARE.  
**FURNITURE on HIRE.**  
13, BEACONSFIELD AVE-UE.  
Hongkong, 1st May, 1901. [1145]

## ENTERTAINMENT

**THEATRE ROYAL.**  
UNDER the Direction of Mr. ROBERT  
BROUGH.  
Representative—Mr. ALLAN HAMILTON.  
LAST FOUR NIGHTS  
OF THE  
**BROUGH COMEDY CO.**  
**BROUGH COMEDY CO.**  
TO-NIGHT (FRIDAY), May 3rd,  
NO PERFORMANCE.  
TO-MORROW (SATURDAY), May 4th  
(One Night only).  
"AN IDEAL HUSBAND"  
A Comedy in Four Acts, by the late OSCAR  
WILDS.  
MONDAY, May 6th (One Night only).  
"SOWING THE WIND"  
A Play in Four Acts, by SYDNEY GAUNDY.  
TUESDAY, May 7th (One Night only).  
"A VILLAGE PRIEST"  
A Drama in Five Acts, by SYDNEY GAUNDY.  
WEDNESDAY, May 8th.  
LAST NIGHT OF THE SEASON.  
"NOBE"  
A Mythological Farce Comedy in Three  
Acts, by H. & E. PAULSON.  
PRICES—\$3, \$2 and \$1. Box Plans at the  
ROBINSON PIANO CO. Late Trains 15  
minutes after Performances.  
Doors open 8.30; Carriages 11.30.  
Hongkong, 29th April, 1901. [1331]

**TO LET.**  
A HOUSE in RIFON TERRACE.  
HOUSES at LEIGHTON HILL.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 2nd May, 1901. [66]

**TO LET.**  
16, KNUXTON TERRACE, Kow-  
LOON, Immediate Possession.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 2nd May, 1901. [1153]

**TO LET.**  
TWO very spacious and well ventilated  
TWO-STORY EUROPEAN RES-  
IDENCES with GARDENS and FURNISHED  
LAWNS, each containing 6 Rooms, BATH-  
ROOMS and OUTHOUSES, in MACDONNELL  
ROAD, on Inland Lot No. 1503.  
Apply to—  
TANG LAP TING,  
No. 18, Queen Street, Hongkong,  
or to  
MOK MAN CHEUNG,  
Butterfield & Swire.  
Hongkong, 19th March, 1901. [1063]

**TO LET.**  
GODOWN, in DUNDALL STREET from  
1st June.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 1st May, 1901. [1148]

**TO LET.**  
UNFURNISHED, from 1st June, No. 18,  
BELLILLO TERRACE.  
FURNISHED, with Immediate Possession,  
The EYRIE, PEAK.  
For Particulars, apply to—  
B. C. WILCOX,  
8, Beaconsfield Arcade.  
Hongkong, 1st May, 1901. [1143]

**TO LET.**  
Possession APRIL 1st.  
NO. 1, STEWART TERRACE.  
Apply to—  
J. W. NOBLE.  
Hongkong, 6th March, 1901. [681]

**TO LET.**  
WITH IMMEDIATE POSSESSION.  
NO. 9, SEYMOUR ROAD.  
Apply to—  
S. B.,  
Care of Daily Press Office.  
Hongkong, 14th March, 1901. [740]

**TO LET.**  
HOUSE at MOUNT KELLET SPUR,  
now in occupation of H. MATTHEWSON  
Browns, Esq.  
Apply to—  
Linstead & Davis.  
Hongkong, 27th March, 1901. [876]

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A VERY spacious and well-ventilated  
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ROAD, known as "FERNSIDE," containing  
6 Rooms, Bath Room and Outhouses.  
Possession from 1st June, 1901.  
Apply to—  
TAM TSE KONG,  
42, Bonham Strand West.  
Hongkong, 13th April, 1901. [1068]

**TO LET.**  
(From 1st April next).  
TWO SPACIOUS GODOWNS, with  
UPPER FLOORS for Dry Goods, Nos. 1  
and 2, facing the Sea, and situated at BEL-  
CHER'S BAY on M. Lot 243.  
Apply to—  
JOSEPH & CO.,  
1, Dundell Street.  
Hongkong, 26th March, 1901. [865]

**TO LET.**  
"RAVENSHILL EAST."  
Apply to—  
DE VON & HASTINGS.  
Hongkong, 24th April, 1901. [1095]

**OFFICES TO LET.**  
2ND FLOORS of Nos. 62A and 64,  
and GROUND FLOOR No. 68,  
QUEEN'S ROAD CENTRAL.  
Apply to—  
ON CHAI & CO.,  
2nd Floor No. 62, Gage Street.  
Hongkong, 16th January, 1901. [254]

**TO LET.**  
NOS. 2 & 5, RICHMOND TERRACE—  
Immediate Possession.  
Apply to—  
LAU CHU-PAK,  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 2nd April, 1901. [612]

**BOARD AND RESIDENCE.**  
MRS. GILLANDERS  
"GLENWOOD"  
21, CAINE ROAD.  
Hongkong, 20th September, 1900. [869]

**BOARD AND RESIDENCE.**  
COMFORTABLY FURNISHED  
ROOMS, with Board.  
Apply to Mrs. MATHER,  
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Hongkong, 1st January, 1892.

**BOARD AND RESIDENCE.**  
MRS. SIDNEY JEFFREY,  
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BEACH ROAD WEST,  
FELIXSTOWE, SUFFOLK,  
ENGLAND.  
Hongkong, 28th August, 1900. [78]

**LAUNCHES FOR SALE.**  
TWO are—Length, 62 feet over all; Breadth,  
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Compound Surface Condensing Engine, 8 inches  
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The above Three Launches were built in  
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Plans and Specifications of the same can be  
seen.  
Please apply to—  
TUNG TAI & CO.,  
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DURING the Temporary Absence of Mr.  
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CARL MITTEL is Authorized to Singly  
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WM. MEYERINK & CO.  
Hongkong, 1st May, 1901. [1146]

**NOTICE.**  
THE INTERESTS and RESPONSIBILITIES of  
Mr. M. ADLER and Mr. E. M. GRAY  
in our Firm CEASED on the 30th ult. Mr.  
J. STERN and Mr. H. E. TOMKINS are  
Admitted PARTNERS in our Firm in Hong-  
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REISS & CO.  
Hongkong, 1st May, 1901. [1147]

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## PUBLIC COMPANY

**UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.**  
**NOTICE TO SHAREHOLDERS.**  
AN INTERIM BONUS of Twenty per  
Cent. upon Contributions for the



HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work.

## BUILDERS

KANG ON.  
Contractor, 30, D'Aguiar Street. Local  
and Coast Road Buildings, Timber, Brick  
and Granite.  
Mechanics engaged. Estimates given.

## CHEMISTS, DRUGGISTS, &amp;c.

THE PHARMACY.  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

THE VICTORIA DISPENSARY.  
Chemists and Druggists, High-class Aca-  
demic Waters, Dealers in Photographic  
Requisites, Queen's Road.

## FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1859.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories.  
17a, Queen's Road Central.

## JEWELLER

MAISON LEVY HERMANOS.  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Hilo.

## PHOTOGRAPHERS

A FONG.  
The largest and most complete Studio in  
Hongkong. Established 1859. Views,  
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at No. 1, Queen's Road East, Hongkong  
Hongkong, 17th October 1899. [1044]

## OREGON LUMBER.

THE Undersigned, being closely connected  
with the LUMBER MILLS at PORT-  
LAND and PUGET SOUND, are always pre-  
pared to book orders for any specifications at  
LOWEST RATES.

Hongkong, 14th February, 1901. [50]

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INSPECTION IS SOLICITED.  
Hongkong, 8th November, 1900. [27]

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DEPARTMENT, and are prepared to  
Furnish Prices, &c. on STEAM ENGINES,  
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PUMPS, LATHES, DRILL PRESSES,  
PLANERS, PNEUMATIC TOOLS, WOOD  
WORKING MACHINERY, HOISTING  
MACHINERY, SAW MILLS, MACHI-  
NIST'S SMALL TOOLS, BUILDER'S  
HARDWARE, &c.

Made in America (U.S.A.)  
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Hongkong.  
REUTER, BROCKELMANN & CO.,  
Hongkong, 3rd December, 1900. [125]

## SCIENTIFIC MISCELLANY.

MIRACLES OF SCIENCE—ROUNDING OUT THE  
FLESH—VARIATIONS IN GLACIERS—LUNG-  
THENING LIFE—LIGHTNING TELEGRAPHY—  
KINDS OF SILVER—THE SALTTEST LAKE—  
INVERTED PLANTS—A SHORT TELESCOPE—  
GAS MANTLES OF LIME—FROST DARKEN-  
ING.

In drowning, strangulation, gas suffocation  
and the like, the body is in a healthy condition,  
death resulting from stoppage of respiration  
and heart action. The actual restoration of  
life, by renewing breathing and the circulation  
of the blood, is now known to be possible. This  
has been demonstrated in Europe by a late  
series of 100 experiments on dogs, in which 16  
out of 21 animals that had been killed by chloro-  
form were restored to life. The process con-  
sists in forcing air through a tube into the  
lungs at the usual rate of breathing, and in  
opening the chest and squeezing the heart in  
imitation of the natural contraction. A Danish  
physician reports having tried the method in  
the case of a man that had died under the in-  
fluence of chloroform. The heart was reached  
through an opening cut in the chest wall, and  
was squeezed rhythmically for half an hour, air  
being at the same time forced into the lungs;  
and as a result respiration was set up and only  
an occasional compression was needed to keep  
the heart going. Life continued several hours  
when the breathing suddenly ceased, and the  
patient was dead again.

When vaseline is injected into living animal  
tissues, it is unalterable and does not irritate.  
The remarkable suggestion is therefore made  
by Dr. Gernsley, of Vienna, that it be used  
for raising depressed scars or flattened features,  
or filling out the place of bones partly removed,  
and for a variety of similar purposes. White  
sterilized vaseline, composed of solid and liquid  
paraffine and melting at 40 deg. F., is the  
material recommended.

It has been thought that the electric waves  
used in wireless telegraphy travel through earth  
and rock as well as air, and one expert has even  
declared that they are chiefly propagated  
through the earth. M. Lagrange has lately  
shown, however, that they cannot affect a  
receiver buried 18 inches deep.

Antwerp archives show that an automobile, or  
mechanical carriage, was given the city in 1479.

The glaciers of the Alps have been shrinking  
for about forty years, and of 57 observed in  
1897, there were 50 that were still decreasing.  
It is probable that a period of increase is now  
beginning. The oscillations are exceedingly  
variable in the different glaciers, and it is  
found that an understanding of the causes  
affecting glacial advance and retreat can  
only be had by a separate study of each  
locality. While it is probable that the changes  
are connected with both winter snowfall and  
summer temperature, the former affects chiefly  
the upper end of the ice-river and may not have  
a perceptible influence on the lower end for a  
number of years. The history of the Unter  
Grindelwald glacier, whose oscillations have  
been conspicuous and well observed, has been  
roughly traced for several centuries by Prof. A.  
Baltzer. A remarkable fact is that a great  
advance of this glacier from 1770 to 1774 buried  
a large marble quarry, and although the ice had  
several periods of retreat and advance, this old  
quarry was not again laid bare until 1871.

The average duration of life is estimated to  
have been increased in the last half-century at  
least three years in men and three and a half  
years in women. Dr. Parker, of London, finds  
that small-pox has been reduced 95 per cent.;  
deaths from fevers in general, 82 per cent.;  
deaths from diphtheria, 59 per cent.; and  
deaths from phthisis, 46 per cent. Antiseptic  
surgery has lessened the mortality from opera-  
tions 20 per cent.

A new instrument for detecting and study-  
ing distant thunder-storms, the electro-radiopho-  
ne, consists essentially of a self-decohering  
decoherer, which is placed in circuit with a dry  
cell and a telephone receiver. The decoherer is  
formed of arc carbon, dried and granulated,  
and sealed hermetically in a glass tube attached  
to the telephone magnet, so as to lie horizon-  
tally when the telephone is put to the ear.

Silver is understood to have several allotropic  
forms. Not less than four varieties of the metal  
are claimed by Berthelot as a result of recent  
investigations, the differences being shown in  
the different amounts of heat registered when  
silver prepared in various ways was dissolved in  
mercury.

The new Dead Sea discovered by Dr. Sren  
Hedin in Thibet seems entitled to rank among  
the geographical wonders of the world. It is  
described as enormous in extent, but so shallow  
that to navigate one must wade half a mile to  
reach the boat and must drag the boat a half-  
mile more before it can be floated with a load.  
But the most remarkable characteristic is the  
almost incredible amount of salt contained.  
The bottom is an unbroken crust of salt, and  
the boat and oars are as white as chalk, even  
the dress of the rowers soon becoming whitened,  
while drops of the water sprinkled on a dry  
surface leave glebe-like caustic scuffings.

Some curious botanical experiments made at  
the zoological laboratory at Naples are reported  
by Hans Winkler. A flowerless aquatic plant,  
that grows normally with its roots in the sand  
and leaves in water, was inverted, specimens  
being placed with the leaves buried in the sand  
and the roots floating in the water in strong  
light. The roots changed to stems and  
leaves, the buried parts becoming roots.

A new type of shortened telescope has been  
tried by M. E. Schner at the observatory of  
Geneva. To facilitate the use of long focus  
objectives, the light from the object glass is re-

flected backward and forward from two silvered  
plane mirrors, so that the distance between  
eyepiece and objective is only about one-third  
the focal length. The instrument seems to  
have proved very satisfactory.

Instead of the rare oxides from which in-  
candescent gas mantles are usually made, Herr  
H. Helmske, of Hamburg, forms very satisfac-  
tory mantles from a solution of lime with a little  
alum or borax. Such mantles are claimed to  
splinter little, to be very tough, to resist heat,  
and to give a good light in a water-gas flame.

Frost on windows has been shown in German  
experiments to reduce light to an unexpected  
degree. With a moderate amount of frost work  
the light was diminished two-thirds, and a  
heavy frost coating admitted only one-fifth of  
the usual light.

## FLIES AND WORSE THINGS.

A fly alights on your finger tip; the brain is  
instantly informed of it; the fly is shaken off.  
That is the nerve telegraph.

You lift a piece of meat on a fork, put it in  
your mouth, then chew and swallow it. In a  
few hours that meat, or part of it, is trans-  
formed into bone and muscle. Imagine an old  
house, having the power to get rid gradually  
of its old ones in their places. You would  
like to own such a jolly good house as that.  
What a blessed saving in the cost of repairs!  
I should say so. Houses, however, are not  
endowed with that faculty. Worse luck for  
the carpenters, masons, and bricklayers if they  
were.

The human body nevertheless builds itself.  
Its organs constitute a genuine community.  
They all work together—each for the good of  
all the rest—just as a church choir, having  
caught the keynote, sings in harmony. Abuse  
or insult one of them and others immediately  
take up his quarrel—like the dear old dog that  
fights for his master without hesitating his  
head as to the merits of the case. Perhaps,  
knowing this, we can better come at the mean-  
ing of the trouble a certain woman had, who is  
kind enough to have written about it to let us  
print her letter here.

"I often fell down quite powerless," she says,  
"and was never sure of my footsteps." What  
ailed her? She was not lame; she had received  
no injury to her limbs. Why then should she  
have been doubtful where her feet would fall?  
—in broad daylight, too, and on a smooth floor.  
Hear the words of a great doctor, describing  
the signs of a particular malady. "There is  
a difficulty in walking," he says, "and an in-  
ability to stand steadily with the feet together.  
Sometimes the patient feels as if the ground  
were always soft; and again the muscular sense  
is impaired, so there is hesitation in telling the  
difference in weight between things taken in  
the hand—even when one is light and the other  
quite heavy. The eyesight becomes affected, so  
the patient cannot be sure how near or how far  
away an object is, or its colour. Some feel as  
if a cord were tied tight round the body, or  
around a leg or an arm."

The lady alluded to had one, and perhaps  
others, of these feelings. "I was more or less  
ill," she says, "for many years. Much of the  
food I took turned sour on my stomach. I was  
troubled with flatulences, and frequently threw  
up a fluid of a biting nature, and a bitter taste.  
In October, 1888, a dreadful pain struck into  
my right hip. I was in great agony and could  
scarcely move a step for fear of falling.  
On account of a pain in the stomach, which  
at times was nearly unbearable, I got but little  
sleep. One after another I consulted five  
doctors, none of whom did me any good. In  
this state I remained five years, suffering be-  
yond all I am able to set forth in writing or in  
speech."

"Then I read of Mother Seigel's Syrup and  
got a bottle from Mr. Roberts, the Chemist at  
Llanfairfechan. That single bottle relieved me.  
I could eat and sleep better, and began to  
have the natural use of my legs. Under the  
influence of this medicine it was not long before  
all pain left me and I could walk with ease."  
Besides this special benefit, my general  
health was better than it had been for many  
years. Thanks to Mother Seigel's wonderful  
remedy I am now in good health." (Mrs.)  
Catherine Jones, Orient House, Llanfairfechan,  
North Wales, June 30, 1893.

Our correspondent had been afflicted with  
indigestion—often called chronic dyspepsia  
when it lasts long enough. The acid poisons  
created by this had reached every part of her  
body. Between the want of nourishment and  
the effect of the poisons the nerves of motion  
and the nerves of sensation were starved and  
disordered. Hence the sleeplessness, the agony  
in the hip (probably sciatica), and the difficulty  
in walking. Her escape from worse troubles  
was providential indeed.

As has been said, the source of the ailments  
which so pained and distressed this lady was  
the diseased digestive organs—especially the  
stomach and liver. They supply the elements  
of life and health; and when they are out of  
order the body languishes and cries out in its  
misery, like one in a dungeon without food or  
drink. The virtue of Mother Seigel's Syrup  
resides in its power to rectify the digestion,  
which is practically the chief thing to do. [60]

## NOTICE.

TO THE PUBLIC AND OFFICERS OF  
SHIPS.

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Where good European Accommodation can  
be obtained at Yen 3 per day.

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Moji, 17th January, 1901.

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OF  
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No. 29, QUEEN'S ROAD CENTRAL,  
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(LATE OF POATE & NOBLE).  
Hongkong, 15th September, 1899. [759]

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J. B. WHITE & BROS

SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [760]

## NOTICES TO CONSIGNEES

## INDRA LINE OF STEAMERS.

## NOTICE TO CONSIGNEES:

## S.S. "INDRANI."

CONSIGNEES OF Cargo on S.S. Indrani  
from New York are hereby notified that  
their cargo transhipped at Singapore to the S.S.  
Segonia has now arrived and is being landed  
and placed at their risk in the Hongkong &  
Kowloon Wharf and Godown Co.'s Godowns at  
Kowloon. Consignees are requested to im-  
mediately send in to the undersigned original  
Bills of Lading in exchange for which they  
will receive local Bills of Lading on which  
delivery can be made.

JARDINE, MATHESON & CO.,  
Agents.

Hongkong, 27th April, 1901. [1132]

FROM HAMBURG, PENANG AND  
SINGAPORE.

## THE Steamship

"SEGOVIA."  
Captain Forck, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
Godown Co. Cargo will be forwarded unless  
notice to the contrary be given before MON-  
DAY, 10 A.M.  
Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Limited,  
and stored at Consignees' risk and  
expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 3rd May will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 3rd May, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,  
Hongkong Office,  
Hongkong, 27th April, 1901. [1126]

## BANQUE DE L'INDO CHINE.

WHEREAS the following UN-ISSUED  
NOTES have been STOLEN from the  
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CHINE and which said Notes are expressed on  
the face thereof to be payable at the Branch  
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bers of which said Notes are as follows:—  
Series Z 49 1 to 1,000 of \$1 (One dollar) each  
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The Public are hereby CAUTIONED  
against purchasing or dealing in any way with  
such Notes, as the Banque de L'Indo Chine  
accepts no liability for the same.

By Order of the Chief Manager in Saigon.  
For the Banque de L'Indo Chine.  
L. BERNHARDT,  
Acting Manager.  
Hongkong, 26th February, 1901. [501]

## WO FAT &amp; CO.

SHIP CHANDLERS, SAIL MAKERS,  
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No. 11, LEE YUEN STREET, EAST.  
Hongkong, 25th July, 1900. [207]

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M. FUJISE, Manager.  
[739]

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SURVEYORS,  
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W. S. BAILEY, M.S. MECH. E.  
E. O. MURPHY, M.S. MECH. E.  
Hongkong, 4th January, 1901. [132]

SI ENTING.

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Hongkong, 23rd September, 1901. [832]

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Russia, 1899.  
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SAN FRANCISCO L. P. Fisher's Advt. Agency,  
21, Merchants' Exchange, California St.  
CAPE TOWN ..... Messrs. Gordon & Gotch  
SYDNEY ..... Messrs. Gordon & Gotch  
MELBOURNE ..... Messrs. Gordon & Gotch  
BRISBANE ..... Messrs. Gordon & Gotch  
CALCUTTA ..... Messrs. W. Newman & Co.,  
Bombay ..... "Times of India" Office  
COLOMBO ..... Messrs. A. M. & J. Ferguson  
BATAVIA ..... Messrs. H. M. Van Dorp & Co.  
PENANG ..... Messrs. Graham & Co., Ltd.  
SINGAPORE ..... Messrs. Kelly & Walsh, Ltd.  
BORNEO ..... Mr. E. L. Woodin, Sandakan  
BANGKOK ..... "Bangkok Times" Office.  
SAIGON ..... Messrs. Kloss & Co.  
TONKIN ..... Messrs. A. S. Watson & Co., Hanoi



## VESSELS ADVERTISE AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BALLARAT	Brit. str.	—	C. T. Denney, R.N.R.	P. & O. S. N. Co.	On 11th inst. at Noon.
LONDON	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
LONDON	CANTON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
MARSEILLES & LONDON	ULYSSES	Brit. str.	—	C. F. Lookstone, R.N.R.	P. & O. S. N. Co.	On or about 18th inst.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst.
BREMEN VIA PORTS OF CALL	PRINZ HEINRICH	Ger. str.	—	R. Heintze	MELCHERS & CO.	On 24th inst.
MARSEILLES, &c., VIA PORTS OF CALL	YARBA	Fren. str.	—	N. Trent	HAMBURG-AMERIKA LINIE	On 15th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	AWA MARU	Jap. str.	—	Christiansen	HAMBURG-AMERIKA LINIE	On 17th inst. at 1 P.M.
HAVRE, BREMEN & HAMBURG	KONIGSBERG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG	SEGOWIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 26th inst.
HAVRE & HAMBURG	WITENBURG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 10th June.
TRIESTE, &c., VIA PORTS OF CALL	GISELA	Aus. str.	—	—	SANDER, WIELER & Co.	On 15th inst. P.M.
NEW YORK VIA PORTS & SUEZ CANAL	FERNDENE	Ger. str.	—	Ostermann	DODWELL & CO. LIMITED	On 8th inst.
NEW YORK VIA SUEZ CANAL	ASTORIA	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. Co.	On or about 10th inst.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	—	H. Mowatt, R.N.R.	CANADIAN PACIFIC R. Co.	On 15th inst.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	KINSHU MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On or about 24th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	TACOMA	Brit. str.	—	A. Dixon	DODWELL & CO. LIMITED	On 11th inst. at 4 P.M.
SAN FRANCISCO VIA SHANGHAI, &c.	KNIGHT COMPANION	Brit. str.	—	—	SHAW, TOMES & Co.	On 17th inst.
SAN FRANCISCO VIA AMOY, &c.	GABLO	Brit. str.	—	—	P. & O. S. N. Co.	On 25th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 7th inst. at Noon.
SAN DIEGO, &c., VIA MOJI, &c.	CARLISLE CITY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst. at Noon.
AUSTRALIAN PORTS.	KASUGA MARU	Jap. str.	—	—	GIBB, LIVINGSTON & Co.	On 9th inst. at 5 P.M.
KOBE DIRECT	GLENSHIEL	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
KOBE & YOKOHAMA	GLENSHIEL	Brit. str.	—	—	McGREGOR BROS. & GOW	To-morrow.
KOBE & YOKOHAMA	GLENSHIEL	Brit. str.	—	—	McGREGOR BROS. & GOW	On 6th inst. at 4 P.M.
KOBE & YOKOHAMA	GLENSHIEL	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 10th inst.
KOBE & YOKOHAMA	GLENSHIEL	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	GLENSHIEL	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
MOJI, KOBE & YOKOHAMA	GLENSHIEL	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 21st inst. at Noon.
SHANGHAI	GLENSHIEL	Brit. str.	—	—	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
SHANGHAI	GLENSHIEL	Brit. str.	—	—	NIPPON YUSEN KAISHA	To-morrow.
SHANGHAI	GLENSHIEL	Brit. str.	—	—	NIPPON YUSEN KAISHA	On or about 6th inst.
SHANGHAI	GLENSHIEL	Brit. str.	—	—	NIPPON YUSEN KAISHA	On or about 11th inst.
SHANGHAI	GLENSHIEL	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 8th May, at Daylight.
FOOCHOW VIA SWATOW & AMOY	GLENSHIEL	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst. at Daylight.
SWATOW, AMOY & TAIWANFOO	GLENSHIEL	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 8th inst.
TAMSUI VIA SWATOW & AMOY	GLENSHIEL	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 6th inst.
LOILO & CEBU	GLENSHIEL	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 6th inst. at 5 P.M.
MANILA	GLENSHIEL	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 11th inst. at Noon.
SINGAPORE, PENANG & BOMBAY	GLENSHIEL	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	GLENSHIEL	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at Noon.

## SHIPPING.

## ARRIVALS.

May 1, HONG KEE, British str., 2,056, Peters, Penang and Singapore 25th April, General.

May 2, KINSHU MARU, Jap. str., 2,339, F. Horton, Moji 25th April, General.—NIPPON YUSEN KAISHA.

May 2, DARDANUS, British str., 2,992, T. G. Steeves, Singapore 25th April, General.—BUTTERFIELD & SWIRE.

May 2, GLENGARRY, British str., 1,925, Stevenson, New York and Manila 25th April, General.—McGREGOR BROS. & GOW.

May 2, PAKHOI, British str., 1,248, Williams, Canton 2nd May, General.—BUTTERFIELD & SWIRE.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE, 2ND MAY.

Dardanus, British str., for Shanghai.

Pakhoi, British str., for Shanghai.

Pingyong, British str., for Moji.

Phra Chom Klao, British str., for Swatow.

Kuei-yang, British str., for Tientsin.

Loongmoon, German str., for Shanghai.

Progres, German str., for Tientsin.

Hakata Maru, Japanese str., for Singapore.

Chowtai, German str., for Swatow.

Thales, British str., for Haiphong.

A. Macdon, American str., for Loilo.

## DEPARTURES.

May 1, TARTAR, British str., for Vancouver.

May 2, WINELAND, Danish str., for Fouchow.

May 2, RAJABURI, Dutch str., for Hoilow.

May 2, J. DIEDERICHSEN, Ger. str., for Hoilow.

May 2, CHOWTAI, German str., for Bangkok.

May 2, APENRADE, German str., for Haiphong.

May 2, ANPING, British str., for Haiphong.

May 2, KUMANG, British str., for Amoy.

May 2, KWANONG, British str., for Haiphong.

May 2, THALES, British str., for Kung-chow-wan.

May 2, A. MACDON, American str., for Loilo.

May 2, TARTAR, German str., for Sonabaya.

May 2, CANTON, British str., for Canton.

May 2, KALGAN, British str., for Canton.

## VESSELS IN DOCK.

ABERDEEN DOCK.—Glenahil.

Kovloon Dock.—U.S.S. Bennington, Long Taing, Hongkong, Pingyong, Compania de Filipine, Stur, Burnside, Ayra, Albanian, Kalfong, Hongkong, Zaire, Centurion, Nanchang, Lucy J. Kenney.

CHAMPELON DOCK.—Colonies, Petriana, Gable.

## SHIPPING REPORTS.

The British steamer Hong Kee, from Penang and Singapore 25th April, had fine weather from Singapore to port.

The British steamer Dardanus, from Singapore 26th April, had moderate easterly winds and fine, clear weather throughout.

The British steamer Glenahil, from New York and Manila 25th April, had light variable winds, smooth sea and fine weather. On 1st May passed steamer Moyone, in lat. 19° 30' N., long. 116° 20' E.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

## PORTS OF BRAZIL AND RIVER PLATE

ON MONDAY, the 6th May, 1901, at 1 P.M. the Company's Steamship "YARBA," Captain Negro, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 5th May. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 23rd April, 1901.

## VESSELS ON THE BERTH

## HAMBURG-AMERIKA LINIE.

## FOR SHANGHAI.

## THE Steamship

## "LOONGMOON."

Captain Schulz, will be despatched for the above port TO-DAY, the 3rd May, at 4 P.M.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SIEMSEN & CO., Agents.

Hongkong, 29th April, 1901. [1137]

## "GLEN" LINE OF STEAMERS.

## FOR KOBE DIRECT.

## THE Company's Steamship

## "GLENSHIEL."

Captain J. McGillivray will be despatched for the above port TO-MORROW, the 4th May.

For Freight or Passage, apply to

McGREGOR BROS. & GOW, Agents.

Hongkong, 30th April, 1901. [1144]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR TAMSUI VIA SWATOW AND AMOY.

## THE Company's Steamship

## "MAIDZURU MARU."

Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 5th May.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 29th April, 1901. [17]

## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

## "PERLA."

Captain R. W. Almond, will be despatched for the above ports on MONDAY, the 6th May, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light, and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers.

Hongkong, 2nd May, 1901. [157]

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

## THE Company's Steamship

## "LAOS."

Captain Flandin, will be despatched for the above ports on or about the 6th May, 1901.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 30th April, 1901. [2]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR FOOCHOW VIA SWATOW AND AMOY.

## THE Company's Steamship

## "ANPING MARU."

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 8th May, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th April, 1901. [17]

## REGULAR STEAMSHIP SERVICE TO NEW YORK

## VIA PORTS AND SUEZ CANAL.

## PROPOSED SAILINGS FROM HONGKONG.

## "FERNDENE" .....

## "AFRIDI" .....

## "HILLGLEN" .....

## "LOWELL CASTLE" .....

## Calling at MANILA and CEBU.

## For Freight and further information, apply to

## DODWELL &amp; CO., LD., Agents.

Hongkong, 3rd May, 1901. [3231]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

## FOR STEAMERS TO SAIL ON

## REMARKS.

SHANGHAI AND JAPAN (JAPAN) About 7th May Freight or Passage.

PAN (G. K. Wright, R.N.R.) May

LONDON, &c. (BALLARAT) Noon, 11th May See Special Advertisement.

C. T. Denney May

SHANGHAI (BENGAL) About 11th May Freight or Passage.

S. Bardham May

MARSEILLES AND (CANTON) About 18th May Freight or Passage.

LONDON (C. F. Lookstone, R.N.R.) May

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 24th April, 1901. [1]

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

## STEAMERS DESTINATIONS SAILING DATES.

HITACHI MARU (G. Anderson) KOBE and YOKOHAMA FRIDAY, 10th May, at DAYLIGHT.

KINSHU MARU (H. Fraser) VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE, MOJI and YOKOHAMA SATURDAY, 11th May, at 4 P.M.

AWA MARU (N. Trent) MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID FRIDAY, 17th May, at DAYLIGHT.

MIKE MARU (M. Yagi) MOJI, KOBE and YOKOHAMA TUESDAY, 21st May, at NOON.

WAKASA MARU (J. B. Macmillan) KOBE and YOKOHAMA FRIDAY, 24th May, at DAYLIGHT.

ROSETTA MARU (N. Tate) NAGASAKI, KOBE and YOKO. HAMA FRIDAY, 24th May, at NOON.

HIROSHIMA MARU (S. Yoshizawa) BOMBAY, VIA SINGAPORE and COLOMBO FRIDAY, 24th May, at NOON.

KASUGA MARU (S. Yoshizawa) SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE FRIDAY, 24th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 29th April, 1901. [13]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TELESSE, GENOA, PORTS IN THE LEVANT, BLACK SEA and Baltic Ports, North and South American Ports.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

## STEAMERS DESTINATIONS SAILING DATES.

KONIGSBERG (Capt. Christiansen) HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang) On 3rd May Freight and Passage.

SEGOWIA (Capt. Foerck) HAVRE & HAMBURG (Calling at Singapore and Penang) On 26th May Freight.

WITTENBERG (Capt. Hempel) HAVRE & HAMBURG (Calling at Singapore and Penang) On 19th June Freight.

For further particulars as to Freight, Passage, etc., apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 30th April, 1901. [1051]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE, &amp;c.

## THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA

## AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—8,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPRESS OF JAPAN" Comdr. E. Pybus, R.N.R. WEDNESDAY, 15th May, 1901.

"EMPRESS OF CHINA" Comdr. E. Pybus, R.N.R. WEDNESDAY, 15th May, 1901.

"EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 15th May, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. (See for full details, and 12 months.)

SPECIAL RATES (First class only) for "Military, Diplomatic, and Civil Service" Members of the Naval, Military, Diplomatic, and Civil Service, and European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. L. BROWN, General Agent, P.O. Box 100, Victoria, B.C.

Hongkong, 27th April, 1901. [10]

## SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings.

leaving Hongkong as follows:—

"ATHENIAN" 3,982 Tons, Comdr. H. Mowatt, About 24th May.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES.



VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	Due
GLASGOW and LIVERPOOL	"MACHAON"	On 9th May.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th May.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 28th May.

  

FOR	HOMEWARDS	TO SAIL
LONDON	"ANTENOR"	On 14th May.
LONDON	"CACHAS"	On 28th May.
LIVERPOOL	"PYRAHUS"	On 10th May.
LIVERPOOL	"ULYSSES"	On 24th May.

S.S. "DARDANUS" from GLASGOW and LIVERPOOL, arrived yesterday morning, and will sail for SHANGHAI and JAPAN to-day.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

[15]

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"PAKHAI"	On 4th May.
LOILOLO and CEBU	"KAIFONG"	On 6th May.
MANILA	"SUNGKIANG"	On 9th May.
Kobe and YOKOHAMA	"CHANGSHA"	On 10th May.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 29th April, 1901.

[16]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"GUTHRIE,"  
Captain McArthur, will be despatched for the above ports on THURSDAY, the 9th of May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 15th April, 1901.

[102]

UNITED STATES AND CHINA JAPAN  
STEAMSHIP LINE.

(HAMBURG-AMERICA LINE—HAMBURG.)

## FOR NEW YORK VIA SUEZ CANAL.

## THE full-powered Steamship

"ASTORIA,"  
Captain Ostermann, will be despatched for the above port on or about 10th May.

For Freight, apply to  
**CARLOWITZ & CO.,**  
Agents.

Hongkong, 2nd May, 1901.

[1018]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

## THE Steamship

"BALLARAT,"  
Captain C. T. Denny, R.N.M.S., carrying His Majesty's Mail, will be despatched from this for Marseilles and London without transshipment on SATURDAY, the 11th May, at Noon, taking passengers and cargo for the above ports.

All Cargo for Marseilles and London will be conveyed direct without transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
**H. A. KITCHIE,**  
Superintendent.

Hongkong, 29th April, 1901.

[1]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

## THE Company's Steamship

"AKASHI MARU,"  
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 15th May, at DAYLIGHT.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 1st May, 1901.

[18]

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

ADOLPH OBIG, American ship, Amesbury—Standard Oil Co.

CHAYBING, British str., J. Barker—Dedwell & Co., Ltd.

COMPANIA DE FILIPINAS, Amr. str., D. Mignot—Ortiz & Branda & Co.

LOUISE J. KENNY, Amr. sch., A. H. Olsen—Master.

PRESIDENT, British bark, R. B. Munro—Chinese.

SEA WITCH, American ship, Howes—Master.

## VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, May 7, 1901, at Noon.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, June 1, 1901, at Noon.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, June 27, 1901, at Noon.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 7th May, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice-versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 15th April, 1901.

[4]

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" ... About 12th May.  
S.S. "BELGIAN KING" ... About 10th June.

THE Steamship "CARLISLE CITY" will be despatched for SAN FRANCISCO via MOJIL, KOBÉ, and YOKOHAMA on or about 12th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, China and Japan.

Hongkong, 30th April, 1901.

[14]

PORTLAND AND ASIATIC STEAM-  
SHIP COMPANY.

Agents for and in connection with OREGON RAILROAD AND NAVIGATION COMPANY.

operating the New England Steamships "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION" between HONGKONG and PORTLAND (OR.) calling at SHANGHAI, NAGASAKI, MOJIL, KOBÉ and YOKOHAMA.

THE "KNIGHT COMPANION" will be despatched for Portland (Or.) on WEDNESDAY, the 15th May, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information communicate with or apply to

**ALLAN CAMERON,**  
General Agent,  
or  
**SHEWAN, TOMES & CO.,**  
Hongkong, 2nd May, 1901.

[1043]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTERS fortnightly.

For Freight and further particulars, apply to  
**DOWELL & CO., LIMITED,**  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA  
(FLORIO AND BRUNETTO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUKZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship  
"BISAGNO,"  
Captain Magagnoli, will be despatched as above on SATURDAY, the 11th May, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to  
**CARLOWITZ & CO.,**  
Agents.

Hongkong, 30th April, 1901.

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, May 25, at Noon.

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 18, at Noon.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 13, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 25th May, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Seated Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

**GEORGE ECKLEY,**  
Acting Agent.

Hongkong, 2nd May, 1901.

[3]

HONGKONG  
STEAMERS.

Athenian, British str., 2,444, Mowatt, April 8, C. P. R. Co.

Burnside, Amr. str., 1,400, Lafflin, April 14, U.S. Government

Ceylon, British str., 2,637, Hayward, April 18, P. & O. S. N. Co.

Clavering, British str., 2,255, Barker, Mar. 30, Dowell & Co., Limited

Compagnia de Filippine, Amr. str., 707, Ortiz, April 8, Branda & Co.

Dardanus, British str., 2,992, Steers, May 2, Butterfield & Swire

Fausang, British str., 1,141, Mitchell, Apr. 23, Jardine, Matheson & Co.

Gaelic, British str., 2,691, Finch, April 30, O. & O. S. S. Co.

Glengarry, British str., 1,925, Stevenson, May 2, McGilgarry, British str., 2,204, McGillivray, April 25, Dowell & Co., Limited

Haitan, British str., 1,153, Roach, April 30, Douglas, Leprieux & Co.

Hakata Maru, Jap. str., 3,813, Somers, May 1, Nippon Yusen Kaisha

Hongchow, British str., 999, Pearce, Mar. 21, Butterfield & Swire

Holstein, German str., 985, Inland, April 29, Jebsen & Co.

Hong Bee, British str., 2,050, Peters, May 1, Chinese

Hongkong, French str., 862, Pannier, April 19, A. R. Marty

Katong, British str., 1,024, Pennefather, Apr. 10, Butterfield & Swire

Kinakin Maru, Jap. str., 2,390, Horton, May 2, Nippon Yusen Kaisha

Konigsberg, German str., 3,135, Christiansen, May 1, Carlowitz & Co.

Kwoiyang, Brit. str., 1,082, Osterbridge, April 4, Butterfield & Swire

## Machow, German str., 985, Farrell, May 1.

Melchers & Co.

Maidauru Maru, Japanese str., 607, Sobajima, May 1, Mitsui Bussan Kaisha

Mongkut, German str., 353, Muller, Apr. 30, Melchers & Co.

Nanchang, Brit. str., 1,062, Finlayson, Apr. 23, Butterfield & Swire

Pakhoi British str., 1,248, Williams, Apr. 25, Butterfield & Swire

Petrians, British str., 900, Sampe, Mar. 25, Arnold, Karberg & Co.

Phra Chom Klao, British str., 1,011, Shephard, April 28, Butterfield & Swire

Pinguey, British str., 4,149, Fernell, April 7, Jardine, Matheson & Co.

Progress, German str., 687, Brandt, April 20, Siemens & Co.

Pronto, German str., 632, Grandt, April 14, Siemens & Co.

Sandakan, Ger. str., 1,374, Brandstetter, April 29, Melchers & Co.

Simongan, Dutch str., 1,818, Sandman, April 18, Chinese

Skuld, Norwegian str., 913, Berbon, April 12, Chinese

Sullberg, German str., 782, Jessen, April 12, Siemens & Co.

Whampoa, British str., 1,100, Laver, April 27, Butterfield & Swire

Wingwang, British str., 1,517, Sellar, April 27, Jardine, Matheson & Co.

SAILING VESSELS.

Adolph Obig, Amr. ship, 1,262, Amesbury, Dec. 13, Standard Oil Co.

Largo Bay, British ship, 1,178, Adams, April 7, Sander, Wieler & Co.

Louise J. Kenny, Amr. sch., 155, Olsen, Mar. 30, Master

President, British bark, 766, Munro, April 3, Chinese

Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master

AUTOMATIC MAUSER  
PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES.

FIRING 10 SHOTS IN 2 SECONDS.

SIEMSEN & CO.

Hongkong 3rd October, 1900.

[75]

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I. A.B.C., Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet.

Length on Blocks... 350 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

[161]

THE CHINA AND JAPAN  
TELEPHONE CO. LD.

## HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS:—

EXCHANGE LINES,

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